

de soto

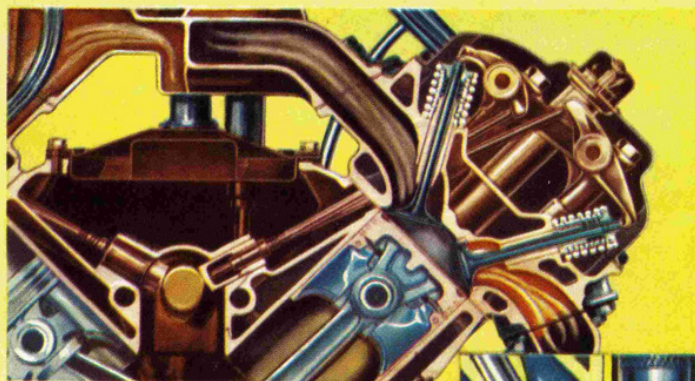
FireDome



THE Sportsman COUPE

DE SOTO *FireDome* 8

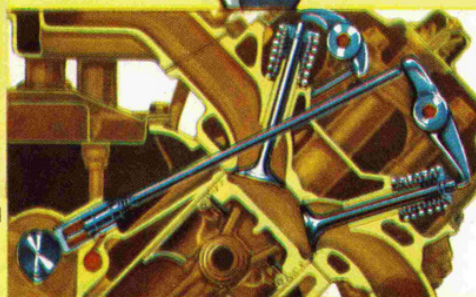
- 160 Horsepower
- 250 Pounds-Feet Gross Torque
- Hemispherical Combustion Chambers
- Large, High-Lift Valves
- Lateral Valve Arrangement
- Twin-Concentric Valve Springs
- Completely Water-Jacketed Cylinders and Combustion Chambers
- Aluminum Alloy, Cam-Ground Pistons with Cast-In Steel Belt
- Short Stroke with Large Bore
- Hydraulic Tappets
- Balanced Intake Manifolds
- Low-Restriction Exhaust Manifolds
- Dual-Throated Carburetor
- Double-Breaker Distributor
- Waterproof Ignition System



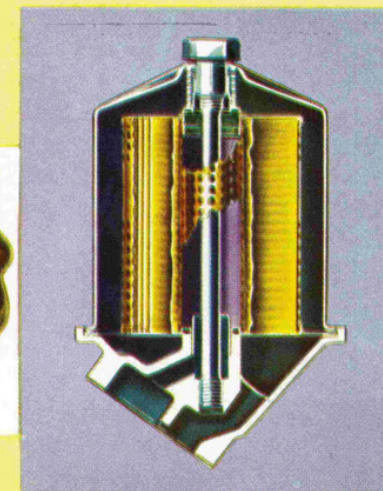
- ▲ In the FireDome, the fuel and air mixture flows downward, without restriction, from carburetor to cylinders and then, after firing, to the exhaust manifold.



▲ DeSoto FireDome Hemispherical Combustion Chamber.



- ▲ Two rocker arms operate the valves. Push rods are actuated on quiet hydraulic tappets.

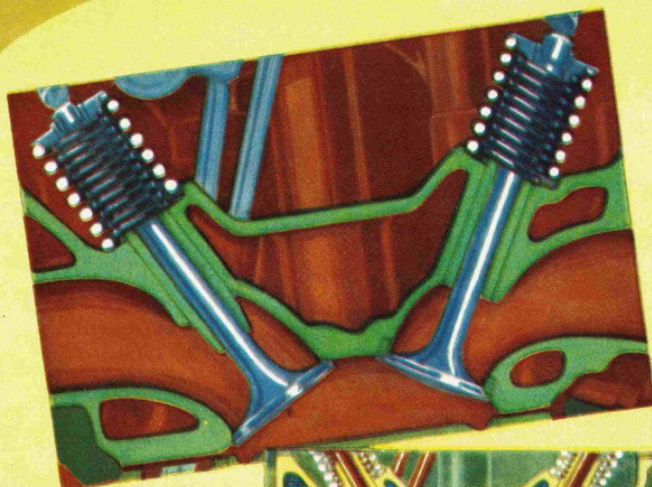


- ▲ The Fixed-Shunt Oil Filter is another of many economy features.

DRIVE AS YOU NEVER DROVE BEFORE

The Sensational DE SOTO *FireDome* 8 ENGINE

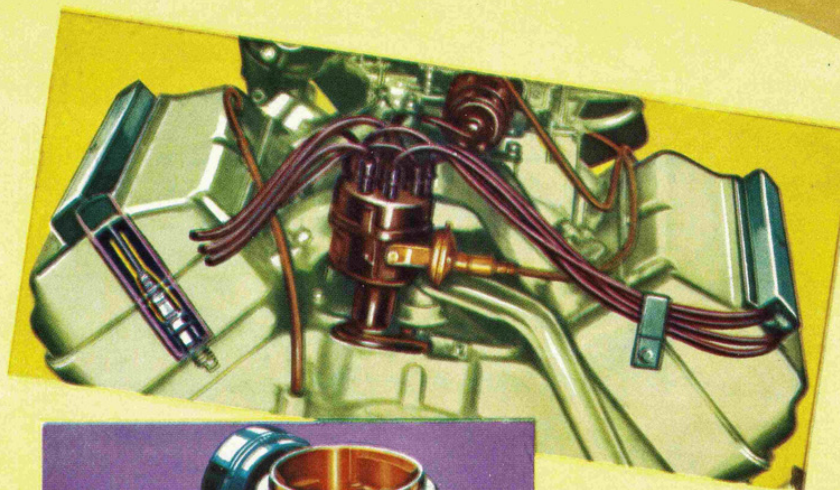
Choose FireDome—and step into a new world of driving miracles!



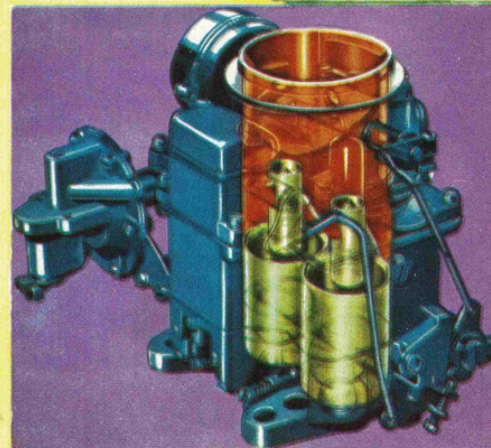
- ▲ Twin Concentric Valve Springs assure better high-speed performance and longer valve life.



- ▲ Large Water Jackets lower the operating temperature which increases valve life, gives smoother operation.



- ▲ All vital parts of the FireDome ignition system are waterproofed, assuring quick starting in any weather.



- ▲ Down-draft, dual-throated carburetor, with water-heated throttle and integral automatic choke insures equal distribution of fuel-air mixture to each cylinder.

DRIVE A DE SOTO *FireDome* 8



DE SOTO

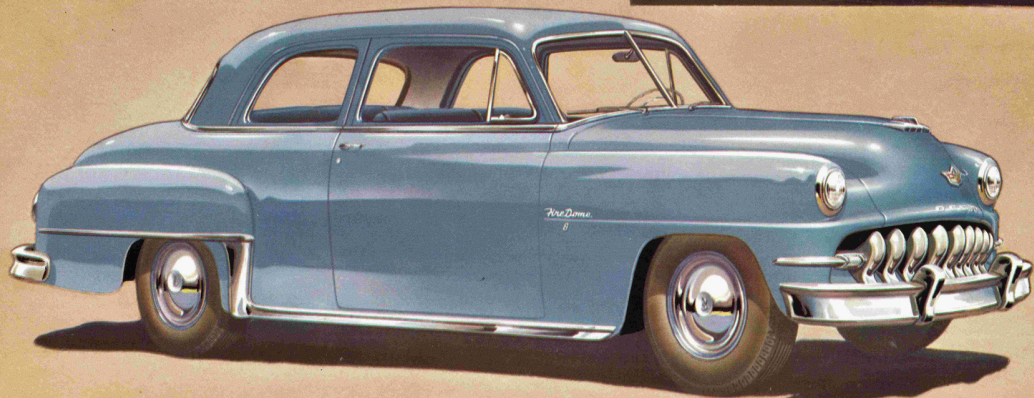
FireDome **8**

Here are the great new DeSoto FireDome 8 motor cars—the most sensational motor cars ever to bear the famous DeSoto name. Each is equipped with the amazingly powerful, unbelievably smooth and efficient FireDome 8 engine. And, each model reveals the richly distinguished design and superb craftsmanship that reflects a refinement of line and contour, setting them apart as cars of unmistakable quality. You can be very proud to own one.

DeSoto FIREDOM 8 Four-Door Sedan

It is easy to see how the FireDome 8 engine puts DeSoto far ahead of its field in power, performance and efficiency with new smoothness. But there are many other DeSoto advantages. New *DeSoto Power Steering*, available as extra equipment, takes most of the work out of driving and parking. There is DeSoto Tip-Toe shift to further reduce driving effort. DeSoto's chair-high seats are well centered between the front and rear axles for a cradled ride. DeSoto's big, twelve-inch hydraulic brakes mean straight, sure, controlled stops. Safety-Rim wheels are another important DeSoto safety feature. Have your DeSoto distributor tell you all about these and many more unusual features that DeSoto contributes to your total motoring pleasure.

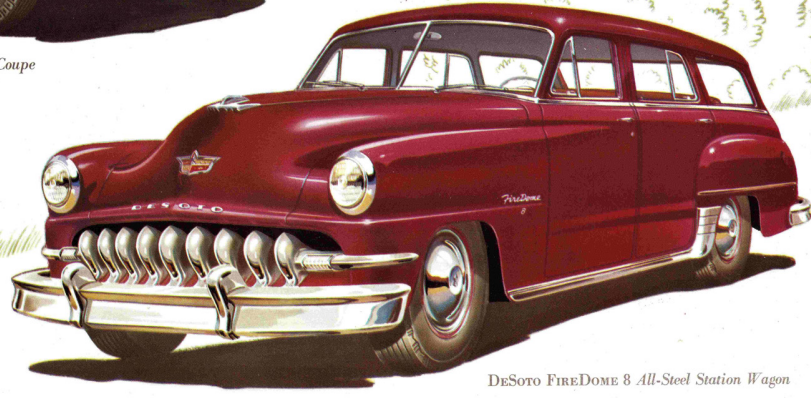
DeSoto FIREDOM 8 Club Coupe



DeSoto FIREDOM 8 Convertible Coupe

DE SOTO POWER STEERING

DeSoto now brings motorists *DeSoto Power Steering*, which takes so much of the work out of steering that driving becomes a thrilling new experience. It contributes unbelievable new ease to DeSoto's restful driving—new ease on the road—new ease in parking—yet the driver is in full control at all times. DeSoto Power Steering is available on all FireDome 8 models, as extra equipment.



DeSoto FIREDOM 8 All-Steel Station Wagon

DRIVE AS YOU NEVER DROVE BEFORE

DRIVE A DESOTO

FireDome 8

SPECIFICATIONS

DE SOTO FIREDOME "EIGHT" 125½" WHEELBASE

ENGINE—90° V-8 design. Four point mounting. Overhead, lateral inclined valves. Hydraulic valve tappets. Bore 3⅝" (92.1 mm.) Stroke 3⅛" (84.9 mm.) Piston displacement 276.1 cu. in. (4.5 liters). A.M.A. horsepower, 42.05. Developed brake horsepower, 160 at 4400 r.p.m. with 7.1:1 cylinder head. Lower compression ratio engine available. Lightweight, Auto-thermic, cam ground, tin plated, slipper type pistons, with 3 piston rings each. Drop-forged steel, five bearing, counter-weighted crankshaft with damped, dynamic vibration absorber. Precision-type, heavy-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Five camshaft bearings.

ENGINE LUBRICATION—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings and rocker arms at shaft, and rocker arm push rod socket. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Camshaft drive chain lubricated by oil stream from camshaft. Crankcase ventilation and oil filter. Crankcase capacity 5 quarts (4.7 liters). Oil pressure gauge on instrument panel.

FUEL SYSTEM—Dual down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic integral choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U.S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning Oilite filter in fuel tank at outlet.

COOLING SYSTEM—Centrifugal water pump. Metered circulation, uniform to all cylinders and valve

ports. Full-length water jackets completely surround cylinders. Thermostat control. Water capacity 5½ U.S. gallons (20.8 liters). Four-blade 18" (45.7 cm) fan.

CLUTCH—Dry, single-plate 9½" (24.1 cm) diameter. Cushion center. Molded woven asbestos facings. Ball-thrust release bearing with lubricant sealed in.

TIP-TOE SHIFT TRANSMISSION—Hydraulically operated with four speeds forward, one reverse. Built-in control unit.

FLUID DRIVE—Thirteen inch diameter coupling. Ball type coupling hub bearing. Oilite bushings on coupling runner inner bearing. Available in combination with Tip-Toe Shift Transmission.

REAR AXLE—Semi-floating rear axle. Pressed-steel, banjo-type housing. Hypoid gears. Tapered roller bearings. Standard ratio 3.91:1. Hotchkiss drive through springs.

SUSPENSION—Independent front wheel springing with coil springs. Grooved, soft acting, semi-elliptic rear springs, length 53⅝" (1.362 m), width 1¾" (4.5 cm). All leaves with tapered ends. Rubber cored bushings at front. Rubber cushioned shackles at rear. Hydraulic, telescopic type shock absorbers front and rear. Rear shock absorbers inclined toward center of car to give "sea leg" support and stability. Steering gear ratio 18.2:1. Front end sway eliminator.

DE SOTO POWER STEERING—Hydraulic-mechanical, power steering, for more restful driving and parking ease, is available as extra equipment.

CHASSIS FRAME—Improved super rigid, double channel frame. Box-section steel side rails, ⅝" (2.38 mm) thick. Maximum depth 6" (15.2 cm). Width at maximum depth, 4" (10.16 cm.). On All-Steel Station Wagon: ⅝" (3.57 mm.); 6⅞" (16.59 cm); 4½" (11.43 cm.).

ELECTRICAL SYSTEM—6-volt ignition. Wet-weather-proof distributor incorporates suppressor of interference to radio reception. Wide gap, suppressor spark plugs for better idling and low speed. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated by ignition key on instrument panel. 17-plate battery, capacity 120 ampere hours, located under hood in left fender shield. Sealed beam headlights with foot control. Parking lights below headlights. Dual Airtone horns. Full-circle horn ring on steering wheel.

BRAKES—Hydraulic, 4-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Cast iron brake drums with Superfinished braking surface. Drum diameter 12" (30.5 cm). "Cyclebond" molded asbestos brake linings 2" wide (5 cm) dispense with rivets and increase lining useful area and life. Internal expanding self-energizing parking brake supplied with Tip-Toe Shift Transmission. Vacuum Brake Booster available at extra cost.

WHEELS AND TIRES—Demountable steel disc wheels with safety rims. Goodyear Super Cushion tires, black, 4-ply, are standard. Sizes All models, 15 x 7.60. Heavy Duty 6-ply are also available at extra cost.

All specifications, equipment, models, body types, ornamentation and design subject to change without notice and without responsibility to the Chrysler Corporation, Export Division.

CHRYSLER CORPORATION—EXPORT DIVISION

• DETROIT 31, MICHIGAN, U.S.A.